

WILSON IS STILL TOP BOWWOW

Supervisors Meeting Is Like Tea Fight and Business Is a Side Line Only.

(From Wednesday's Advertiser.)
The pyrotechnic display which was expected to take place at the meeting of the board of supervisors yesterday, did not come off. The only two things that might have caused any flicker of excitement were the communications handed in from Skill Road Supervisor Wilson. The letter, in which he stated his refusal to hand over the control of the garbage department, has received publication already, and the other document, in which he told the board of the appointment of Horace N. Crabbe as fifth district luna and head stableman, "with a view to retrenchment," raised a smile on the erstwhile glum faces of the supervisors.

In consequence of the late storm, Wilson wrote the board, a considerable amount of damage had been done and nearly every day people were complaining. The delay in having these matters attended to has been attributed to him not obeying the orders from the honorable board. Really, however, they must admit that he has always carried out his work with despatch and precision and even at the present time was only waiting further orders and the necessary funds. A simple looking smile crinkled round the corners of Eben Low's mouth and then gradually went the rounds until it came to Mayor Fern, where it froze immediately.

Furthermore, wrote Wilson, with a view of cooperating with the board's ideas of retrenchment, he had dispensed with the services of stable foreman Alapai, whose salary was put down at eight dollars a month, and had appointed Horace N. Crabbe as luna and foreman at eighty-five per month for both jobs.

Murray moved that the letter be received and placed on file and said that it was the first time he ever knew that the road superintendent had the power of opening up fresh positions, the job of luna in the fifth district having been abolished at a previous meeting.

Another letter, which was dealt with in the same manner, was a sidestepping epistle from Mayor Fern in which he states that he has under consideration the name of a man to take the place of Wilson and that he will mention it at the next meeting.

He sent in another epistle making a formal refusal to hand over the garbage department to the city physician, stating as his reasons that he does not think the committee have the power or authority to make the same or even to receive the department. This was also placed on file.

City physician, Dr. Bruce McV. Mackall, notified the board that the appropriation made for the hospital would not be enough and that at least \$1500 more would be required. The committee on ways and means are to look into this matter and report.

Several minor details as to various roads being in bad condition were placed before the board and passed along to the road committee and the meeting then adjourned until a quarter past twelve o'clock Friday.

COMPULLED TO LEAVE SCHOOL

Nervous from Childhood and Feared Paralysis.

This Missouri Girl's Condition Was Serious and Seemed Hopeless but the Tonic Treatment Cured Her.

The value of the tonic treatment of nervous troubles by the use of Dr. Williams' Pink Pills lies in the fact that these pills do not stimulate the already exhausted nerves to keep up their work for a time longer but that they replace the depleted nervous energy.

Miss Susan M. Kerr, of No. 9 Merrill street, Trenton, Mo., who tried this treatment says:

"Ever since I was a child I had been troubled with nervousness. My parents first noticed it when I was about five years old. They thought it was nothing serious but after I commenced going to school, I became so much worse that I had to drop my studies. There was a continual jerking all over my body. I had no control over my limbs and could not hold anything for fear of dropping it. My left side was sort of paralyzed and the left side of my face was constantly jerking. I could not write or even hold a pen or pencil. The least noise or disturbance excited me so that I would go all to pieces. I was a nervous wreck and always afraid of falling. My stomach was very weak. I was confined to bed for a day or so at a time.

"I was treated by several doctors. One said I had nervousness, another St. Vitus dance, while one said I had paralysis of the face. None of them gave me much relief, although all of them said they could cure me. After I had been sick for a long time I gave up all doctors' treatment and began taking Dr. Williams' Pink Pills as advised by a friend. After I had taken the pills a while I could begin to use my hands and legs. I gave the pills a steady trial and have been well ever since. Dr. Williams' Pink Pills gave me new blood and strength and I heartily recommend them."

Dr. Williams' Pink Pills are sold only in packages, never by the dozen or hundred. The genuine are sold by all druggists or will be sent by mail, postpaid, on receipt of price, 60 cents per box six boxes for \$2.50, by the Dr. Williams Medicine Company, Schenectady, N. Y. Be very interested in the above case should send for the new edition of our booklet, "Nervous Disorders." It is free on request.

NEED MODERN FIRE ENGINES

Present Fire Fighting Apparatus Wearing Out—Should Be Replaced by Autos.

(From Wednesday's Advertiser.)
Honolulu will probably see some radical changes in the equipment of the fire department in the near future, keeping this city up to the standard of the fire-fighters of the rest of the world. With the wear and tear upon the engines and hose carriages and other vehicles from year to year, there is now a movement on foot to gradually replace the worn out horse-drawn equipment with automobile combination wagons, and later on to have automobile engines also. Honolulu has always been proud of its efficient fire-fighters, but has allowed the times to catch up with and outstrip the apparatus they have to work with.

The first step to correct this will have to be taken very soon, a number of the horsecars of the department having been so long in service as to be almost beyond repair. Instead of these, it is proposed to secure automobile combination chemical and hose wagons, which are now in general use in many cities all over the world.

Day of Horses About Gone.
At the annual convention of the International Association of Fire Engineers, at Syracuse, New York, last August, it was reported by the fire chiefs of numerous cities that the day of the horse-drawn apparatus is almost gone and that the automobile apparatus has been found to be less expensive, serves longer and increases the efficiency of the department in time of fire to a very great extent.

It has therefore been practically decided in this city that the present apparatus wears out it shall not be replaced by vehicles of a like kind, but that automobile fire machines be installed.

Chief Thurston agrees with the heads of fire departments in other cities that it would be a mistake, now that the automobile apparatus has proved so successful, to continue to buy the old kind, and many prominent citizens take the same view. In Honolulu, especially, it is claimed, the situation is such as to make it imperative to equip the fire department with the very best fire-fighting apparatus obtainable.

Time and Property Savers.

Replying to inquiries from this city in regard to the proposed equipment, a number of famous fire chiefs in the United States have written of the improvement in their departments since the adoption of the automobile apparatus. One of these points out the following advantages:

"It is a fact well known, that for the saving of time, even a second, we, or our municipalities rather, have spent and are still spending thousands of dollars; the electric fire alarm, swinging harness, sliding poles, electric door openers, and many other devices, have been adopted and are now in general use for the express purpose of saving seconds in getting started for a fire in response to an alarm.

"The automobile in its present state of development is the means which must be used to save time on the road, in response to the fire call. For all distances the automobile apparatus is much quicker than horse-drawn apparatus, the greater the distance the more gain with the automobile. We all know that seconds at the start of a fire are worth more to us than minutes at a later time, so it is my opinion that Honolulu should join with the progressive departments of other cities in renewing worn-out equipment with the automobile improvement. The world over this has been the correct procedure, and I venture to say that in the very near future the horse-drawn apparatus will have disappeared from sight."

Nearly Double Efficiency.

"In most cities using chemical engines, or combination chemical and hose wagons, reports state that at least seventy-five per cent of the fires are extinguished by chemicals alone. In all probability, the general use of the auto combination will increase this percentage to eighty-five or ninety per cent, owing to the speed in arriving at the fire and consequently the more general use of the chemical tank attachment."

"Looked at from the standpoint of the humanitarian we see no horses struggling to their utmost to get the apparatus to a fire, but see, instead, the smooth-running motor making the response as easily as can be imagined. Looked at from the economical side there is a great saving in space occupied, so that new stations may be much smaller, and the expense will be correspondingly reduced. There will be a saving in men, as the drivers will have no horses to watch and can be used in fighting the fire.

"In using horse-drawn apparatus if a horse falls and breaks a leg, the horse must be shot, but with the automobile repairs are made and the apparatus is as good as ever; there are no horses to feed when the machine is not in use and the expense is practically nothing when not actually in service."

Cheaper to Maintain.

"To keep a pair of horses, feed, shoeing, veterinary charges, etc., cost in our department for the year 1909, \$387.30. The expense of running the automobile to the present time has been \$30.25, it having been in service eight months and has answered 195 calls. I can assure you that Honolulu will make no mistake in renewing the department with auto apparatus."

Measured by the reports from other cities, the first step will probably be to ask for the purchase of auto combination chemical and hose wagons. It is quite likely that the board of supervisors will be asked to act in the matter at their next meeting.

The intention of the king and queen of England to pay state visits to Edinburgh and Dublin in July, is now officially confirmed.

LOCAL MONEY FOR THE PHILIPPINES

Manila and Iloilo Despatches Tell of Honolulu Capital for San Carlos Sugar.

MANILA, January 14.—That faulty title to sugar lands is the chief barrier in the path of ultimate industrial independence among the sugar planters of the south is the opinion of H. O. Boswell of Honolulu, who has just returned from a long stay in Negros.

Mr. Boswell was in the sugar country in the interests of Honolulu capital which is trying to establish a central sugar mill at San Carlos, Occidental Negros, in many respects the finest sugar country on the island.

The syndicate which he represents proposes to erect a sugar mill, capitalizing the company at \$1,000,000. The planters are to retain their lands obligating themselves only to furnish cane. The product of the mill is to be divided, sixty per cent to the planter and the remainder to the mill company.

Most of the planters, Mr. Boswell reports, were willing to enter into the contract but their lands are in such condition that it is doubtful if the Honolulu capitalists will be willing to accept the contracts.

Their lands are involved in rival claims and most of them are without Torrens titles, a defect that will take much time to remedy. This matter will, however, be submitted by Mr. Boswell to Honolulu and upon the decision there will depend the building of the new central.

By the terms of the contract the mill company will take over the entire management of the mill, installing modern machinery, constructing a suitable wharf and building thirty miles of railroad for transportation of cane to the mill and the wharf.

A number of other sites have been considered by the Hawaiian syndicate, but that at San Carlos finds the most favor.

Commenting upon his syndicate's plans, Mr. Boswell said this morning: "The only salvation of the sugar planters of the Philippines lies in their adoption of modern economic measures and their patronage of a sugar central. Philippine sugar as milled today can hardly find a market in the United States. A modern central means an increase in output and a great betterment in the quality of the sugar produced."

Iloilo Sanguine.

ILOILO, January 14.—The negotiations which have been going on for some time relative to the establishment of a sugar central between the planters of San Carlos district and Honolulu capitalists has been practically settled. Mr. Boswell, the representative of the latter, has returned to Honolulu where he will have the contracts signed and returned to Iloilo for the signature of the planters.

At a meeting held in the office of W. H. Lambert Thursday evening, the provisions of the contract were carefully gone over and a few minor adjustments made with the result that as the contract now stands it is entirely satisfactory to the planters. In reaching this agreement the sugar planters of Negros have shown excellent judgment, as at the present time according to the exhaustive report of Mr. Walker the bureau of science expert who spent the larger part of last season making hundreds of mill tests and analyzing almost every crop of cane grown in the San Carlos district, it is shown that the planters are now losing forty-four per cent of their sugar, or in other words they are burning it up in their furnaces.

There are now twenty small mills in operation in the San Carlos district, while with a large central mill operated in the district the economical advantages are too real not to be readily acknowledged, as for example:

Crop Prospects.

One of the best sugar experts in the Philippine Islands has recently completed his estimate for this year's sugar crop which he places at 180,000 piculs. Under the present system of many small mills the loss to the planters averages forty per cent, whereas if that forty per cent was saved to the planters the crop would be equivalent to 252,000 piculs of No. 1 sugar against present possibility of 180,000 piculs of inferior grade sugar.

The planters of San Carlos are an enterprising and prosperous community and it is owing to their enterprise and thrift that this opportunity for a sugar central has been offered to them. And it is the hope that nothing will occur to prevent the closing of the deal between the planters and the Honolulu capitalists.

Mr. Lambert is the man to whom Iloilo and the Visayas owe a debt of gratitude for making the erection of a sugar central possible and thereby increasing the wealth to be derived from the principal resource by nearly fifty per cent. Mr. Lambert has spent the last four months of his time and several thousand pesos of money in going to Honolulu to secure the capital needed for the construction. That he succeeded in the face of a falling sugar market, with Hawaiian plantation stocks declining, together with adverse reports of the Philippines, speaks well for the energy and perseverance he has displayed and as Mr. Lambert says: "If every man would put his shoulder to the wheel and give a little push Iloilo need not look a back seat for anyone."

TO CURE A COLD IN ONE DAY

Take Laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. **PARIS MEDICINE CO., St. Louis 11, U. S. A.**

TRAINING HORSES FOR CAVALRY USE

Newest Remount Depot Has System of Gentleness for Making Best War Chargers.

OKLAHOMA CITY, Oklahoma, January 25.—The old Fort Reno military reservation of ten thousand acres has become an even livelier place than it was when soldiers were drilled there. The United States Army remount depot, established shortly after the post was abandoned for garrison purposes, has grown to be an establishment of great size and of much importance to all departments of army service in which horses are used.

The Fort Reno reservation is mostly pasture land and well adapted for the comfort and training of horses. Capt. Lecher Hardeman, Eleventh United States Cavalry, in command of the depot since its organization, is constantly and laboriously employed in all the duties of managing a big horse ranch. The depot now has quarters for thirteen hundred horses. There are sixteen pastures of 160 acres each, provided with windmills, wells and shelters, each shelter large enough for a hundred horses. Scattered over the reservation are hay sheds 250 feet long and 40 feet wide with a total capacity of six million tons of hay, about a year's supply for the depot. The government has built one of the largest and most modern veterinary hospitals in the United States, in charge of Dr. C. E. Brown, of the quartermaster's department. There is a hospital for the small army of civilian employees and living quarters for them.

The depot is an experiment of the war department, largely at the suggestion of Gen. J. B. Aleshire, quartermaster-general, and is intended to increase the usefulness and length of service of the army horse. Since the first horses were received in July, 1909, more than 1700 have been trained and sent to the different branches of service. One of the first requests from Washington was for a horse for the personal use of President Taft, one that could be ridden or driven. A big Missouri horse was sent to the White House stables and showed such desirable traits that several months ago a request was made for a second horse for the President. Missouri again provided a horse, a bay sixteen hands high and weighing 1230 pounds. The horse is a saddle and trotting bred and is a good single footer.

For their personal use more than a hundred army officers have had Captain Hardeman choose and train horses for them. Several of the officers have taken valuable prizes at horse shows with horses trained at the remount depot. Twelve horses were shipped lately to Puerto Rico for use by departmental messengers.

First Remount Depot.

In establishing the remount depot, the first in the history of the United States War Department, it was intended that there should be a saving in the expense of horses for the army. In other days most army horses were seven or eight years old when purchased, the owner, usually a farmer, having broken the horse at four years and then got four years of good service out of him. The average length of army service of such horses was about eight years. Captain Hardeman estimates that the length of service of an army horse is increased by fifty per cent if his service begins when he is not more than four years old.

For that reason horses not more than three years old are brought for training at the remount depot, whenever possible. Preferably the horse should be unbroken, as the method of training soon gentles an untamed horse, while it is difficult to remove the defects in the training of a horse broken in cowboy fashion if the horse has developed vicious and dangerous traits.

"Horses show the same peculiarities of temperament and manner as men and women," said Captain Hardeman, "and in training horses the mistake of believing that a horse is a horse should never be made. Gentleness and kindness are the foundation for the successful training of a horse. Gentle horses are made just as gentle women and gentle men are made. Brutality and the striking of fear into a horse are often his ruin."

His freckled face was red from sun and wind and he came into Captain Hardeman's office wearing high heeled boots, big spurs and trousers that fitted him like sausage skins. His legs were shaped like a bow and his toes turned in. He was looking for a job as a rider. "Cap," began this callipygic person, "do you want to hire a 'peeler'?" "I can ride anything with hair on it and never pull leather."

"We never have any use of 'peelers' here," replied Captain Hardeman. "We hire horse trainers sometimes, but we now have all we need."

This conversation briefly tells what kind of trainers are employed at the remount depot. A young horse never has a saddle on his back until he is so gentle that a man could lie down on his back and go to sleep. The trainer begins by fondling his horse, rubbing his nose and progressing by degrees until he can pick a cocklebur out of his horse's fetlock without causing the least fear or alarm to his horse.

Then some fine day a blanket is thrown on the horse's back and the caller passed to a rider on a gentle horse. The trainer mounts to give his horse his first lesson in being ridden. Frequently a special horse picker and breaker at first and sometimes the rider is thrown, but the horse soon learns that he is not being harmed and then he is well on his way to the making of a safe horse. The same method is employed in training horses for the artillery service.

The trainers come from every State and are a fine looking lot of young men. Among them are cowboys, cowboys and young farmers. The first six months they get \$25 a month, with salaries,

lodging and medical treatment, and then their pay is raised to \$40 a month. One man usually is assigned to ten horses. He works about eight hours a day and has most of each Saturday and Sunday for leisure. All day long the parade and training ground are filled with men and horses in motion.

These husky young men develop big, keen appetites, and when the gong sounds for meals there is a rush for the tables. Soups, meats, vegetables, stewed fruit, good bread and coffee are provided in abundance, and it's "Pass me the beef, pard," and "Cocky, old boy, hustle the coffee," from the time the hungry trainers clatter into their chairs until they push back from the table with their hunger satisfied.

Many of the horses come from the ranges of Montana and Wyoming, as well as from Central Mississippi Valley States. No horse must be less than three years old, fifteen hands high or weigh less than 850 pounds. There has been much discussion in the West as to whether or not it would be possible by cross breeding to produce a horse with the wonderful endurance of the native mustang of the Southwest, with vicious qualities eliminated, his size increased and his gait improved.

A number of years ago Captain Hardeman took the record for twenty years of all the horses that had been in a certain troop of cavalry and compiled statistics as to the length of service. He found that horses produced by farmers in the Mississippi Valley and States further East had given about twice as much service as the western range horses. The latter are more or less vicious, and Captain Hardeman was unable to determine how much their record had been handicapped by the weeding out of vicious horses.

FILIPINOS QUIT S. S. MANCHURIA

Musicians Heed Their Own "Home Sweet Home" After Making One Trip.

True to the "Call of the East," the band of Filipino musicians who were engaged for the Pacific Mail liner Manchuria by Mr. Schwerin arrived on the Rubi yesterday, convinced that the Philippines are the only country in the world worth while, reports the Manila Cablenews of January 15.

When Mr. Schwerin instituted the Filipino band experiment on the Pacific Mail liners he little dreamed that he would have a concrete example of the Philippine labor problem on his hands. From a musical standpoint these bands proved an instantaneous success, but alas, Filipino musicians were never meant to be sailors, so they say.

It has been suggested that if the Pacific Mail Steamship Company would install a cockpit, a monte game and a special deck for the accommodation of the better halves of the members of the orchestra, on board its steamers, a few of the native sons of Orpheus might be induced to remain on board for more than one trip. Otherwise it looks as if the "Filipino orchestra" experiment might have to be relegated to the already well-stocked shelf of Filipino labor disappointments.

However, the local agents for the company will try again, and will send another band to Hongkong to meet the Manchuria, before she leaves on her homeward voyage.

The company furnished each musician with a fine uniform before they left Manila, and the agents had considerable trouble in getting them back, the musicians claiming they were entitled to them.

EXCURSION AGENTS HELPED ISLANDS

Puget Sound Man Regrets Failure of Propositions—Recalls Accident.

E. E. Ullberg of the Cunard Steamship Company at Seattle, writes H. P. Wood of the promotion committee, that he was very sorry the Seattle excursion to Honolulu had to be called off. He states that there seemed to be such divided support all around and he is therefore not surprised at the result.

He states, however, that there is no question but that the excursion proposition has driven a lot of business to Honolulu and a great deal may be traced to the efforts of the excursion leaders in Portland and Seattle. He reports that he booked for the Sierra, Mr. and Mrs. Stoltenberg, Mr. and Mrs. Burns, Miss Burns, Miss Base, Mrs. Carr, and Mr. and Mrs. Fred Reeves.

D. E. Keen, publisher of the Mt. Carmel (Ill.) Republican, writes the promotion committee that he has had a desire for some time to visit Hawaii, and may become a permanent resident. He asks for information concerning the healthfulness of the islands, the prevailing diseases, and asks whether hay fever and pulmonary troubles manifest themselves.

His wife is a sister of Mrs. Theo. Green, wife of the noted lecturer, who was so nearly fatally injured in the summer of 1909 when Jim Quinn's auto ran off the Blackfield wharf, overturned and was burned.

The Hampton Institute Alumni Association of Washington, D. C., celebrated the birthday anniversary of Gen. B. C. Armstrong, founder of Hampton Industrial Institute, Hampton, Virginia, at the home of the colored social settlement in Washington, on the evening of February 1. An address on the life and work of General Armstrong was delivered by Dr. L. A. Gill, a graduate of Hampton, and an excellent literary and musical program followed.

RECIPROCITY IS ADVANCED IN VOTE

The House Adopts Favorable Report by Over Two to One Majority.

DEMOCRATS ARE SOLID FOR IT

Agreement Now Awaits Action in Senate and Canadian Parliament.

WASHINGTON, February 15.—The first step toward securing reciprocity in trade between the United States and the Dominion of Canada was made last night, when the house of representatives adopted the committee report favoring the reciprocity agreement drawn up by the representatives of the two governments. The vote on the adoption of the report was two hundred and twenty for and ninety-two against.

Almost the solid vote of the Democratic minority was given in favor of the agreement, those opposed being, with only a few exceptions, Republicans.

The reciprocity question has now to be voted upon in the senate and in the two houses of the Canadian parliament. In the latter two it is practically certain of passing, being a government measure strongly backed by Sir Wilfrid Laurier and his cabinet.

ALLEGED DYNAMITER IS CAUGHT AT LAST

IDABELL, Oklahoma, February 14.—David Coplan, one of the three men indicted by the grand jury of Los Angeles for complicity in the dynamiting of the Times Building was caught here today and has been identified. Coplan is a Russian Jew and was a tramp printer and "news-butcher" on railroad trains and has held other similar positions before and after the explosion.

WILL REQUEST SENATE TO SIT CONTINUOUSLY

WASHINGTON, February 14.—Senator Borah of Idaho will ask the senate on Thursday to sit continuously until the constitutional amendment providing for the election of senators by direct vote of the people has been disposed of.

COMMISSIONER'S WORK OVER, HE RETURNS

The special Chinese commissioner, Liang Lann Fang, is supposed to leave Honolulu today and return to the Coast. His mission has been completed and now that the whole thing is put some funny stories are beginning to leak out.

While he was here and working hard for the removal of the consul, the local Chinese put him down as the best ever, but now that he has decided to return again they are saying things. First of all they say that he only came down here with the express intention of taking over the job of consul himself, just as soon as he had got rid of the present one. If he had succeeded in getting this job and of holding it down for some time he would have risen a great deal higher in the Chinese diplomatic service than he stands at the present time. Back home in China he does not cut much ice, but if he had been a consul for a time then he would be entitled to a higher rank on his return to the home country.

Reasons are also being given out as to why Yee Chin was not put in again as the president of the United Chinese Society. Certain graft was supposed to be going on and the former president told the consul all about it and put him wise. The members of the society therefore decided that they had no further use for him and accordingly at their annual meeting put in another man. The consul, with the news that Yee Chin is supposed to have handed out to him, and also with what he heard from a personal friend in Washington, was fly to the game to be put up on him by the commissioner and was very reluctant to relinquish his job until the latter had gone. The commissioner was billed to finish up as soon as the New Year festivities were over, but has kept hanging on and on well in common decency he could stay no longer. One of the Chinese papers roasted him for these things during last week and he was very disturbed when he read the account.

A change is also to be made in the consulate, the present Chinese secretary having received a transfer to Cuba. In the future the consul will do his own secretarial work.

DO YOU WANT RELIEF?

Are you frequently bothered in your throat? Does your cough annoy you at night, and do you waste money in the morning? Do you want relief? If so, take Chamberlain's Cough Remedy and you will be pleased. For sale by Messrs. Smith & Company.

Redondo, California, is to have a steel mill, a site of 875 acres having been selected.